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COUNTRY East Germany REPORT

TOPIC Garz Airfield

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EVALUATION                      PLACE OBTAINED                     

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DATE OF CONTENT                     DATE OBTAINED                      PREPARED 28 September 1955

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REFERENCES                     PAGES 2 ENCLOSURES (NO. & TYPE)                     

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REMARKS                     

This is UNEVALUATED Information

1. Between 18 July and 12 August 1955, no changes were observed in the occupation of Garz airfield. During the night of 8/9 August, 5 trucks with about 50 EM and 5 guns arrived at the field. The EM wore gray uniforms, red-bordered black epaulets and the insignia of the Baltic Fleet. The guns which, from the distance, looked like 88-mm AA guns were observed about 300 meters northwest of the guardhouse. The area around the emplacement was strictly off limits. 25X1
2. It was decided that a runway of steel plates should be constructed on the airfield. A portion of the required runway mats was transported from Ahlbeck to Garz on 10 and 11 August on the 5 trucks which had arrived on 8 August. The runway mats were unloaded behind the guardhouse. They had already been observed at Ahlbeck railroad station on 30 July. There were 3 piles of sheets, each 3 x 3 x 4 meters, and 3 other piles of sheets, each 1.5 x 1.5 x 4 meters. It was observed later on that the individual sheets measured 1.5 x 0.4 meters and 3 x 0.4 meters, all of them being 2 to 3 mm thick. Each sheet had 3 rows of holes and on each longitudinal side 2 hooks for attaching with each other. Two grooves were pressed into the sheets between the 3 rows of holes.
3. The workers required for work on the auxiliary runway had not yet arrived. The Soviet construction superintendent, a naval senior lieutenant, stated during a conference on 12 August that 100 convicts were also to be made available. The conference was also attended by chief construction superintendent Walter Kockert and construction chief Patzke (fnu), the latter of whom was discharged from custody. The Soviet construction chief and senior lieutenant stated that work had to be completed by 31 December 1955. He was about 30 years old and wore the following insignia on his right breast: A rhombus with the vertexes pointing upward and downward, a large red star underneath and in the star a golden wreath crossed by a golden pair of wings in the horizontal direction.
4. The terrain on which the runway was to be established was to be graded and, in order to prevent caving in, was drenched with water conveyed from the coast by means of a strong pumping installation set up for this purpose. Subsequently, the area was to be sodded and then covered with the runway mats. The airfield was to be improved for fighter aircraft. The chief construction supervisor stated that in future all auxiliary airfields were to be improved in this way which was cheaper and easier than other methods.

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5. Air activity was discontinued except for a few take-offs and landings made by some Po-2s and Yak-14s. None of the old take-off or landing strips were any longer serviceable because of construction work.

Comment. The information on the construction of a runway covered with runway mats appears to be correct. The reported target date of 31 December 1955 has been confirmed but will probably not be met due to various difficulties.

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